The SIGNALMAN'S Journal

Signalmen are at work on CP Rail (top left), Union Pacific (right) and Canadian National (left)

DECEMBER 1977

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Volume 58 Number 10 December 1977

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The SIGNALMAN'S Journal

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COVER: Signalmen at work shown on the cover include: Walter Latos, Union Pacific ctc maintainer adjusting hotbox detector carrier unit (at right); top left shows Robert W. Dair, signal helper, CP Rail painting the backside of a flashing-light signal background; bottom left shows J. E. Rewcastle, signal testman, Canadian National, adjusting a relay in the Winnipeg maintenance shop.

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Bates' Commentary

As we near the end of 1977, several matters are causing a great deal of concern for our Grand Executive Council.

The most important, and perhaps the most critical, is the national wage and fringe benefit movement in the U.S. Although notices were served early in 1977, we have seen little progress in negotiations of those notices.

We are all aware that rail labor cooperated with the industry by executing agreements for all crafts which had common closing moratorium dates of December 31, 1977. By having common closing dates the organizations, and we thought the industry, intended that agreements would be negotiated prior to that closing date, which would not necessitate the usual haggling and burden on both the employes and railroads in implementing retroactive wage and fringe benefits. The organizations have cooperated and extended every effort to expeditiously negotiate those notices. However, everyone is aware that both sides must cooperate to successfully reach agreement. Although we are not pessimistic in our view that equitable agreements will be reached early in 1978, there is little to cause us to be optimistic at the time these comments are being written. Conferences are scheduled, and as long as the parties continue discussions, we will continue to hope that agreements can be consummated in the not too distant future.

We are happy to report that the Federal Railroad Administration has at long last begun to exercise their authority and responsibility to require at least one railroad to comply with the requirements of its Rules, Standards and Instructions for the installation and maintenance of signal systems.

After repeated notices that vegetation growing through the open line wire was causing clear failures on approximately 130 miles of automatic block signal territory in Missouri, the FRA was forced to take emergency action and order the Illinois Central Gulf to stop operation on the line at 12:01 a.m. on December 8, 1977.

Although the ICG was able to obtain a seven day restraining order by court action, the FRA has demonstrated that steps can and will be taken to enforce the provisions of its Rules, Standards and Instructions.

One interesting aspect of this case is that the FRA began warning the ICG of the unsafe condition in September 1976, and on December 7, 1977, the removal of vegetation was far less than 50% completed. Yet on December 14, 1977, when the seven day restraining order would expire, the project had reached the point that the FRA was able to rescind the stop operation order.

This instance, as others have in the past, proves the correct position we have taken that proper maintenance is far less costly than emergency repairs.

This instance further attests to the fact that federal Rules, Standards and Instructions for the installation and maintenance of *all* signal systems must not only be promulgated, they must be enforced.

It has become an almost daily occurrence to read of a tragic rail highway crossing accident in our daily newspapers, yet the FRA has continued to delay the promulgation of rules for proper maintenance of devices which could reduce the number of those accidents.

Keeping this in mind, we trust that the FRA will, at an early date, take action to promulgate Rules, Standards and Instructions for the installation, maintenance and inspection of railroad-highway grade crossing warning systems as we have urged for many months.

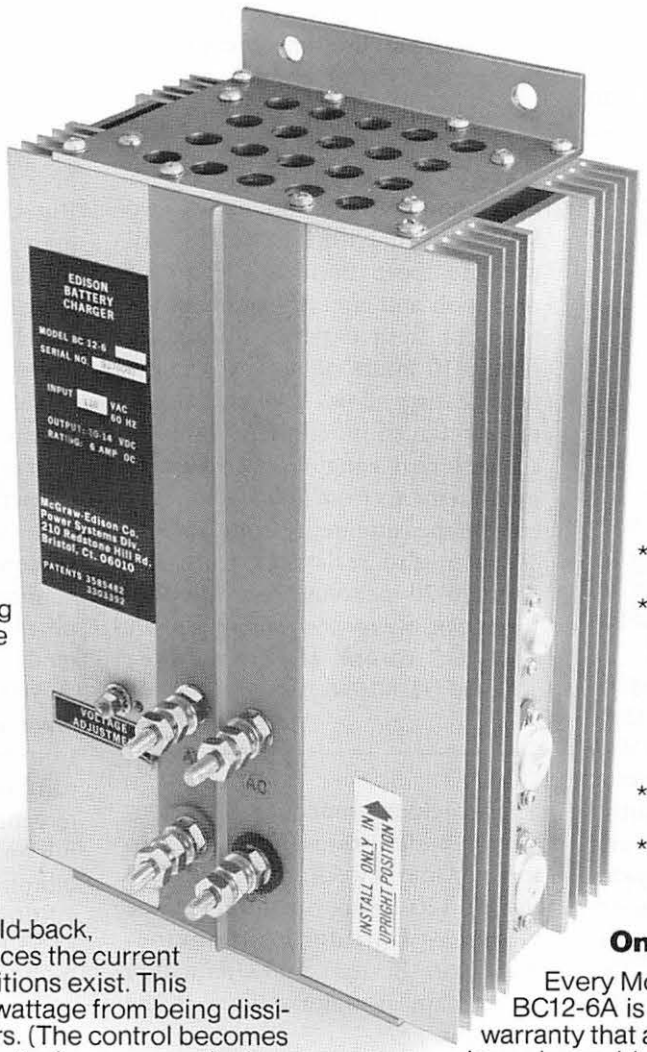
We previously reported that a committee composed of representatives from the Brotherhood of Railroad Signalmen and representatives from the Association of American Railroads had cooperatively prepared rules for proper installation, testing and maintenance of highway crossing signals. The prepared rules were presented to the FRA for their consideration in adopting proper standards.

At the end of each year we reflect on the things we have accomplished and renew our efforts to complete those things that are left undone. 1977 has been a reasonably successful year, and with God's help we will accomplish much more in 1978.

I would like to take this opportunity to wish each of you a Happy New Year and hope that all of your expectations are achieved in 1978.

A Master Charger!

New from McGraw-Edison . . . A charger designed specifically for signaling and communications storage batteries. Economical, efficient, easy to install and adjust.



The Model BC12-6A is a master charger for servicing all railway signaling and communications storage batteries, including nickel-cadmium, nickel-iron and lead-acid on nominal 12 volt systems requiring 6 amp outputs. Remarkably easy to install and adjust, it recharges 7 to 9 cell nickel-cadmium or nickel-iron batteries and 5 to 6 cell lead-acid batteries.

A built-in automatic fold-back, current-limiting control reduces the current output when abnormal conditions exist. This feature prevents excessive wattage from being dissipated in the power transistors. (The control becomes operative with low-voltage batteries or excessively high ac voltage.)

A thermal sensing feature shuts off the charger in abnormal temperature conditions and eliminates costly damage to components. It activates automatically at 130C. This cutoff makes the charger temporarily inoperative. (When the temperature falls below 130C, the cutoff device automatically restores normal charger operation.)

Other features

* The charger brings battery to full charge from zero volt.
* [illegible]ally adjustable (10 to 14 volts).
* Current is limited to 6 amps max.
* For built-in surge protection, an MOV is connected across the ac terminals and eliminates the need for additional surge protection—other than that normally used at an installation.
* Filtered dc output reduces ripple to a minimum, ± 1%.
* Charger operates at an ambient temperature of —40 to +160F.

One-Year Warranty

Every McGraw-Edison Model BC12-6A is covered by a one-year warranty that assures freedom from defects in workmanship and material. It is a master charger that creates a new standard of economy and performance for recharging railway signaling and communications storage batteries.

Edison batteries and chargers are now products of McGraw-Edison Power Systems Division.

For further details and specifications, write: McGraw-Edison Company, Power Systems Division, P.O. Box 28, Bloomfield, N.J. 07003.

McGRAW-EDISON

News

ConRail will upgrade DeWitt yard at Syracuse

DeWitt yard at Syracuse, NY will be upgraded and modernized in a multi-million dollar project now underway by Consolidated Rail Corp. Design of the new yard will be similar to Perlman yard at Selkirk, NY and Buckeye yard at Columbus, OH. The modernization program includes changes in track layout for improved efficiency, installation of a computer-controlled switching and speed control system, a track scale to weigh cars in motion as they move over the hump, and a more efficient local yard devoted to serving local industries. Work is scheduled to be completed in 1979.

Amtrak & ConRail have money problems

By Michael Marsh

Both Amtrak and Conrail have been running into money problems. These have led to calls for an in-depth review of both of these differing operations.

Amtrak, the national rail passenger service, has functioned since 1971. It's a federal corporation with directors appointed by the President. Congress has been directly subsidizing Amtrak's operating losses and providing substantial capital grants and loans. Aim is to build a modern system of swift, comfortable, energy-efficient passenger trains. The recent flurry centers on Amtrak's operating losses for the current fiscal year.

First Congress pared appropriations for Amtrak's operating losses in fiscal year 1978, starting October 1, by $56.5 million from the $545 million it had earlier authorized. This cut the total operating grants for Amtrak to $488.5 million.

Thereafter, Amtrak announced a series of projected slashes in service. These included reduction of various long-distance trains from daily to three or four a week; dropping of 22 out of 120 trains operating in the Northeast Corridor (Washington-New York-Boston), and elimination of red caps at major stations in the Corridor.

The Amtrak announcement drew sharp criticism in Congress, especially from senators and congressmen in the Northeast Corridor states. However, Amtrak's friends sought to provide at least part of the money needed. Sen. Birch Bayh (D., Ind.), chairman of the Senate appropriations subcommittee on transportation, proposed an extra $18 million. Congress hadn't yet acted, as this was written.

Bayh also called for "a full and complete review of the total Amtrak route structure." He added: "Clearly we have not been getting the kind of service hoped for when Amtrak was created back in 1971. Not all of Amtrak's disappointing record has been the fault of that corporation, but I do not believe that we can continue subsidizing substandard operations and service without a complete study of the system's route structure, starting from ground zero."

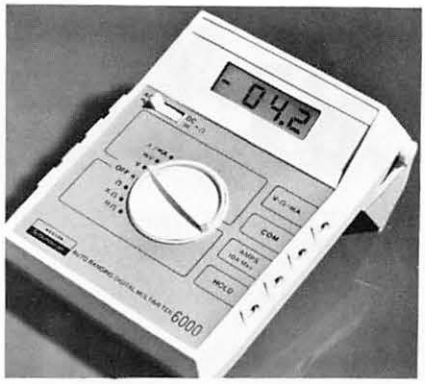
In a sense, this kind of fundamental weighing is what Amtrak President Paul Reistrup has been seeking. Amtrak gained nearly 6% in ridership, to 19,207,000 passengers, between fiscal 1976 and fiscal 1977. But the system was plagued with many problems—which can't be solved without money.

Reistrup put it this way to a House panel: "If this country wants intercity passenger rail service as a viable travel option for its citizens, then its funding level should permit such a system to be developed and operated properly. If we don't want to build and support a properly operated system, then maybe we should eliminate it entirely . . . I think that poses the real choice that must be made."

Amtrak, meanwhile, presented a "five year corporate plan" running from fiscal 1978 through 1982. This calls for federal grants of $4.5 billion to Amtrak. These would include $3.5 billion for operating subsidies and $1 billion for capital outlays. That's in addition to the separately funded $1.75 billion program for upgrading the Northeast Corridor.

With these improvements, Amtrak predicted that by fiscal 1982 ridership would grow by 38% to 26,000,000 passengers and revenues by 86% to $482 million.

Conrail, by contrast with Amtrak, has operated only since April 1, 1976. It consolidates most of the former Penn Central and five other bankrupt roads. It has 17,000 route miles



Multimeter has automatic digital measurements

The Weston model 6000 autoranging digital multimeter combines the accuracy and convenience of automatic digital measurements with the broad range coverage of conventional VOM's. The unit is suitable for bench and field measurements. Two 9-volt "transistor" batteries will provide more than 200 hours of operation and circuitry warns of the need for fresh batteries during the final 8-10 hours of use. A display-hold feature allows a given reading to be retained indefinitely. Twenty-six different ranges cover voltage measurements from 200 mV to 1 kV, current measurements from 2 mA to 10 amp, and resistance from 200 ohms to 20 megohms. *For more information, write McNamara Supply Co., 332 South Michigan Ave., Chicago, IL 60604.*

in 16 states and two provinces, and revenues of over $3 billion a year. It hauls primarily freight but also substantial numbers of commuters.

Board chairman Edward Jordan stresses that Conrail is not a government corporation. Its aim is to rehabilitate the badly limping service of the former bankrupt roads, and eventuatly turn a profit. Congress has voted Conrail up to $2.026 billion of federal cash. This will be invested in Conrail debenture bonds and preferred stock—of which the government has already bought over $1 billion.

Conrail's board of directors is controlled by the U.S. Railway Association, a federal agency whose own directors are appointed by the President. However, if and as Conrail pays back the federal investment, the USRA directors on Conrail's board will gradually resign and the private directors will gain control.

By and large shippers are reportedly pleased with Conrail's progress in its first year and a half. However, its financial results have improved less than was projected by USRA for this period. USRA's board of directors concluded in October that there's "substantial doubt" of Conrail's ability to complete the rehabilitation and start earning money unless the $2.026 billion federal investment is increased.

Transportation Secretary Brock Adams said Conrail may exhaust the federal money by 1979, two years sooner than expected. He called on USRA to make an in-depth analysis of Conrail's prospects over the next five years. Meanwhile, Conrail was supposed to submit a five-year plan to USRA by November 15. Instead it got an extension of time until February 15, 1978.

More specifically, Jordan listed both achievements and problems of Conrail. As of mid-October, he said, Conrail employes had replaced nine million ties, reballasted 17,000 miles of track and laid over 1,600 miles of welded rail. Over 1,600 locomotives had undergone heavy repair as well as 25,000 freight cars and 2,000 cabooses.

The giant system's core main line track—some 5,000 miles—should all be up to running speeds of 40 to 50 miles an hour by year's end, Jordan said. Of this track, 2,450 miles were on slow orders as of April 1, 1976. That had been cut to 230 miles by mid-October 1977. However, Conrail at that time still had 6,500 miles of its total trackage on slow orders, mostly branch lines.

As for problems, these include last winter's severe weather, recent cutbacks in the steel industry, and predictions for a slowing rate of national economic growth. Most of all, Jordan indicated, the rolling stock Conrail took over from the bankrupt roads was in much worse shape than expected. As a result, Conrail hasn't been able to supply all shippers with the equipment needed and so has lost business.

To meet the unanticipated need for new equipment, Jordan said, will mean acquiring possibly 25,000 freight cars at a cost of around $750 million. He indicated uncertainty to newsmen as to how much of this will have to be federal money and how much might be raised from private lenders. Conrail has already financed $150 million of new locomotives and cars from private sources.

On the brighter side, Jordan said Conrail has narrowed the number of lightly used lines it is studying for possible abandonment. From 373 such lines, the number has been cut to 67 and will probably be cut further to "approximately 40," he told a congressional committee.

Later, to newsmen, Jordan said he considers it "premature to move forward on abandoning our feeder network." Since Conrail is looking for more revenue, he said, "we should not actively be abandoning a lot of railroad in the northeast."

Summing up, Jordan declared: "Clearly we have a lot of problems in front of us," but "I remain as confident as I was two years ago that the problem of (Conrail's) viability in the northeast can be solved."

Signalmen will hold five regional meetings in 1978

The Brotherhood of Railroad Signalmen will hold five regional meetings next year beginning with a two-day meeting at Atlanta, GA on April 14, and 15, that is, Friday and Saturday. A one-day regional meeting will be held in Canada on Saturday, May 13 in Edmonton, Alberta. Des Moines, IA will be the location of a Friday and Saturday regional meeting, June 16 and 17. On Friday and Saturday, September 22 and 23, a two-day regional meeting will be held at Anderson, IN. The final two day regional meeting of 1978 will be held Friday and Saturday, October 27 and 28 in Spokane, WA.

Little Known Facts About the BofRS

Did you know that signalmen were once in the track department? Yes, on the Pennsylvania, back in 1902.

Did you know that the first raise granted the BofRS members was 10.6¢ per hour? Again, it took place on the Pennsylvania in 1902.

These and other facts, plus the story of the founding and success of the Brotherhood of Railroad Signalmen are found in A. E. Lyon's history: The First Seventy-Five. To order your copy, please send $9.95 to the BofRS.

Signalmen Wanted

Signalmen's positions on the Atchison, Topeka & Santa Fe Railway are available in Arizona, California and New Mexico. If interested please contact Paul C. Qualls, Employment Supervisor, Santa Fe Railway, 80 East Jackson Boulevard, Chicago, IL 60604.

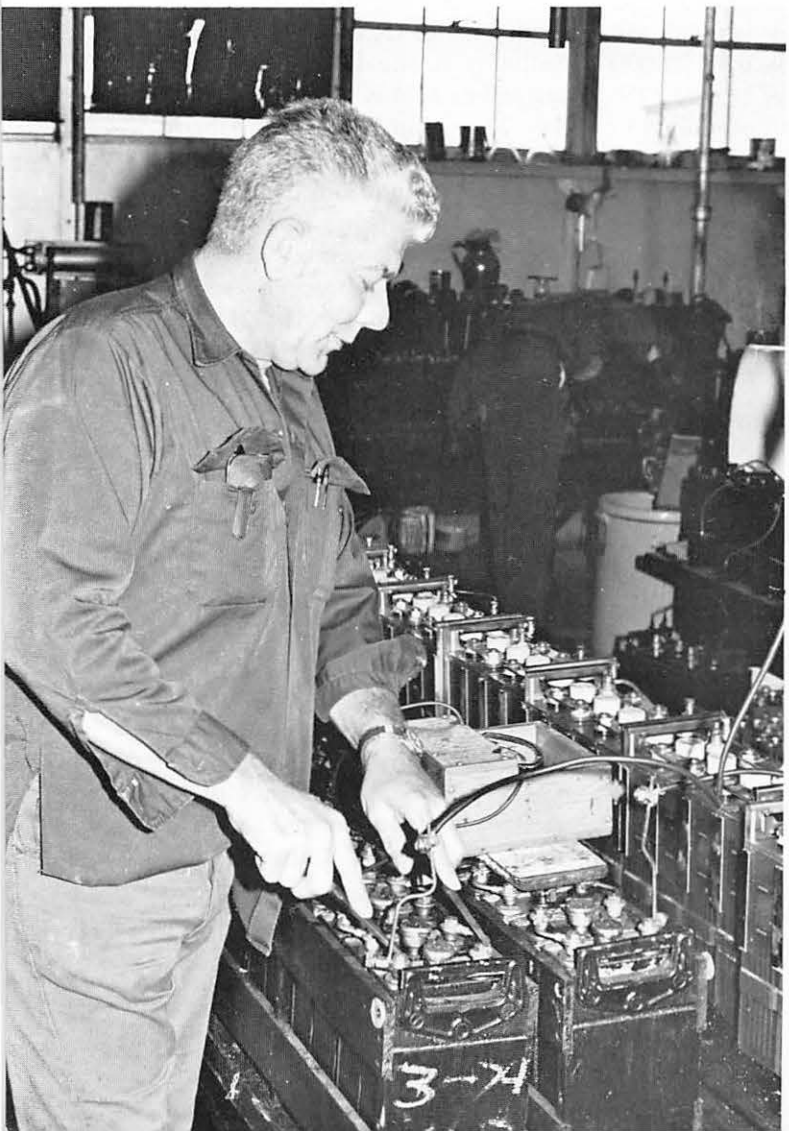
An Equal Opportunity Employer

Signalmen are safety minded

Signalmen are the unsung and often little-noticed sentinels guarding the safety of railway operations. Because much of their work is on the railroad right-of-way or in signal shops, the public very seldom sees a signalman at work. Partly to show our non-signalman readers and also to let our members know about their colleagues, the pictures on this and the following pages show members of the Brotherhood of Railroad Signalmen at work.

On these two pages, The Signalman's Journal camera was at Cheyenne, WY where several members on the Union Pacific were observed doing their daily jobs efficiently and without failure. To them we salute with a "job well done."

On other pages, the TSJ camera went to Winnipeg, Manitoba where members working on the Canadian National and CP Rail were photographed at work in a shop and at a rail-highway grade crossing.

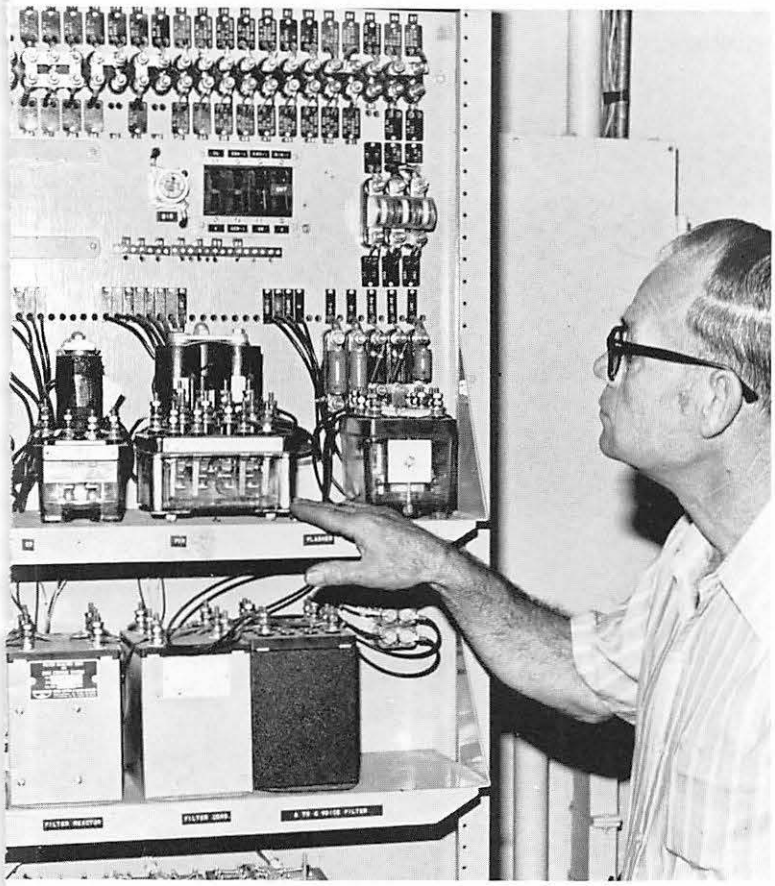


Michael D. Cudney (above) an assistant signal technician worked in the Cheyenne, WY battery shop following one of his classroom sessions in the Union Pacific signal training program. Here, he dumps battery electrolyte from Edison Nickel-Iron Alkaline batteries. The batteries are then cleaned, any damaged plates replaced and filled with new electrolyte and charged.

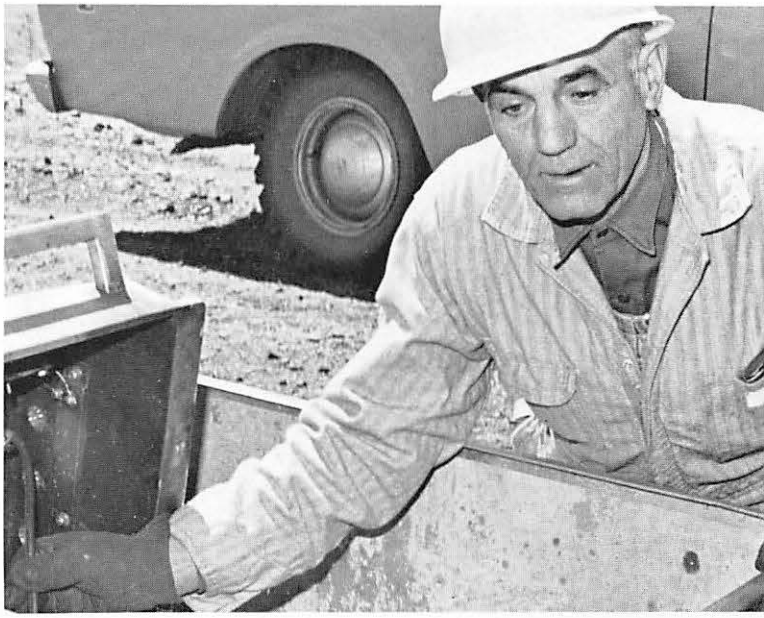
John J. Bedlan, leading signalman, at the battery shop is shown checking battery voltages. Batteries are given several cycles of charge, then discharge and recharge. Voltage readings are taken every four hours to determine if they maintain proper charge and discharge rates.

Union Pacific

Edw. LeRoy Wetzler, (below) a member of Rock Springs Lodge 8, is a general centralized traffic control maintainer at Cheyenne. Much of his work is concerned with the office equipment and the CTC machines located at Cheyenne. He is shown here making one of his routine inspections of equipment at the dispatchers' office. The CTC machines handle traffic south and west of Cheyenne.



Walter L. Gomes, relief signal maintainer, is checking the various frequency units of the hotbox detector carrier at Cheyenne where readout units are located in the dispatchers' office. Gomes, as well as others shown on these pages, is a member of Rock Springs Lodge 8.

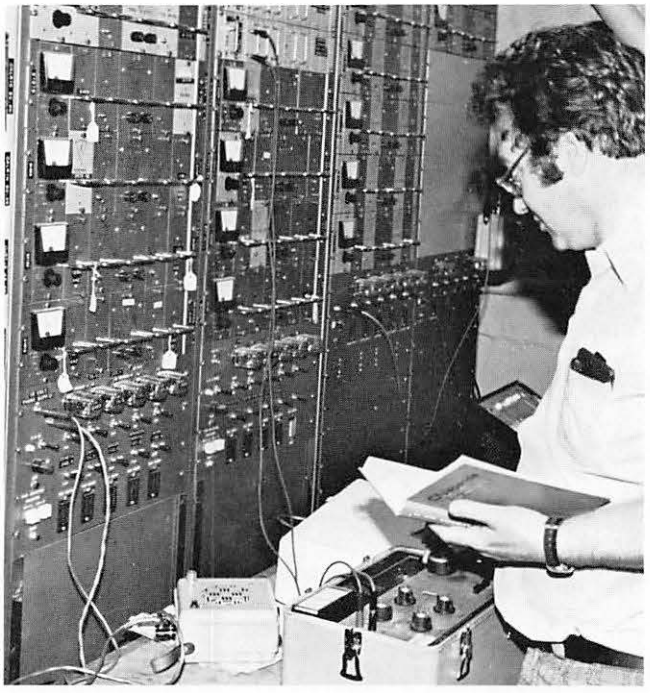


Walter Latos (right) is a CTC maintainer working out of Hermosa, WY, a few miles west of Cheyenne. Here, he inspects a Servo hotbox detector. As shown on the cover, he is adjusting one of the carrier terminals that transmits hotbox detector's signals to the dispatchers' readout in Cheyenne.

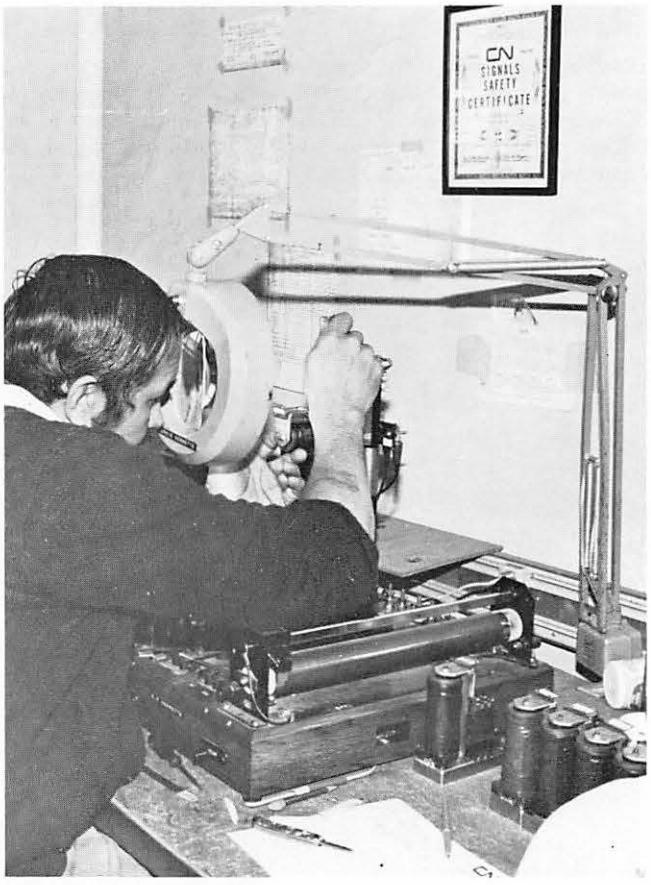
Canadian National

In Winnipeg, Manitoba, Canada, the TSJ camera visited a signal maintenance shop of the Canadian National. Here, men were repairing, testing and adjusting relays. Also visited was the Winnipeg dispatchers' office as well as basement control room housing the batteries, relays and other office control equipment for the CTC machines and hotbox detector readout units. While in the Winnipeg area, we chanced to meet a CP Rail signal maintainer with his helpers who were painting a flashing-light signal unit at a rail-highway grade crossing.

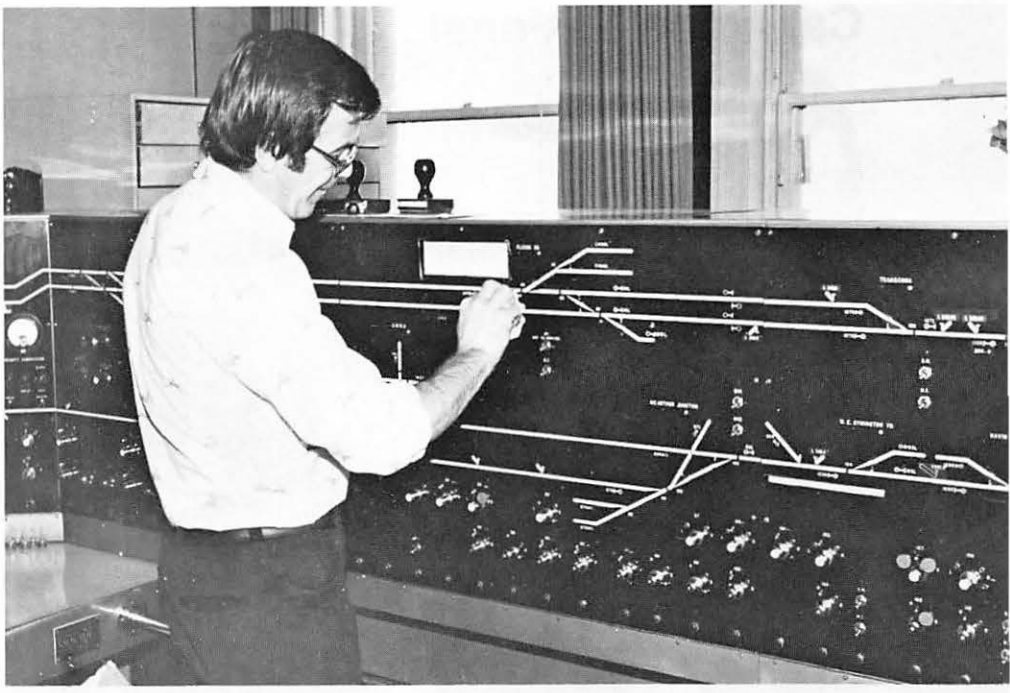
Ernie Neufeld, signal testman, adjusts a relay in the Winnipeg signal maintenance shop. The shop is located downstairs from the regional signal training center. Neufeld recently graduated from the signal electronics course.



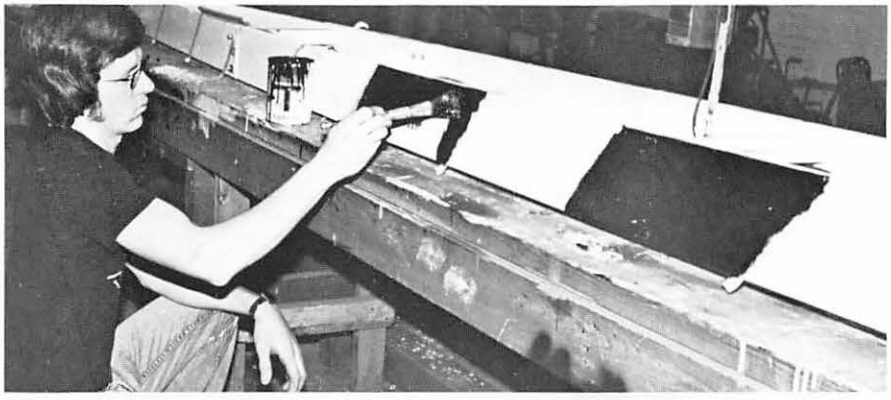
Kenneth R. Kubesh, leading signal maintainer, is checking hotbox detector carrier units that receive detector signals from wayside scanners along CN's mainlines running east and west of Winnipeg.



Ernest P. Vermette (left) tests, repairs and adjusts relays in the Winnipeg shop. He is a member of Winnipeg Centre Lodge 12 as are other BofRS members on these two pages.



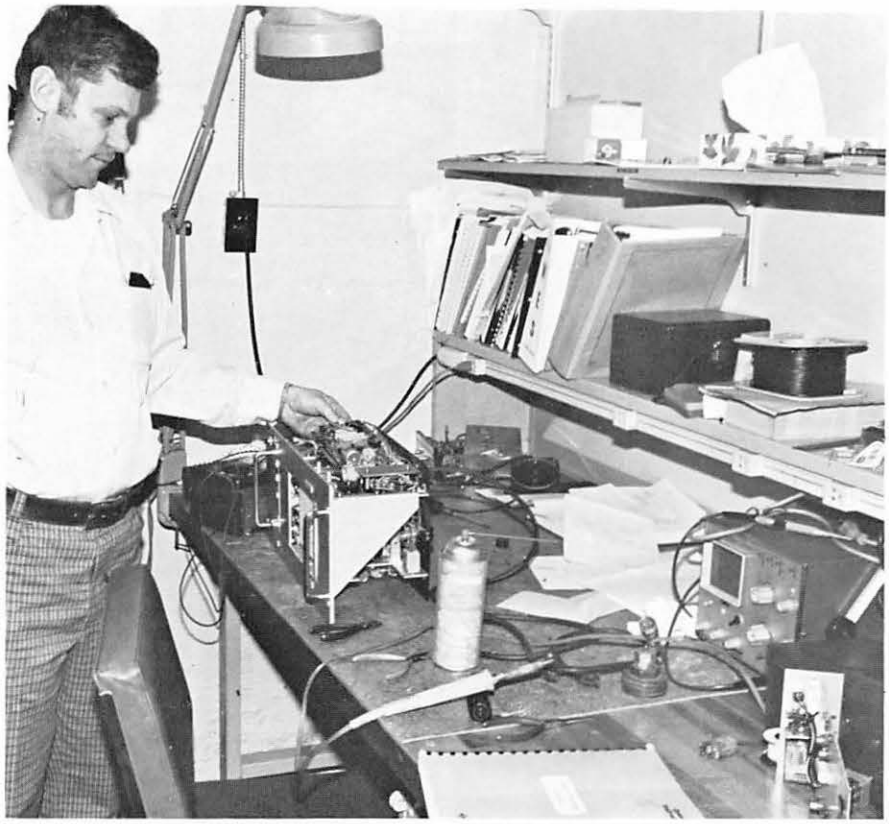
Robert P. Rochon is a leading signal maintainer in Winnipeg terminals. His main job is to see that the various centralized traffic control machines are working properly. Here he is shown cleaning the face plate of one of the CTC machines.



Douglas Ryan Cates (left) signal helper apprentice, works in the signal maintenance shop. One of his jobs is to paint gate arms used at rail-highway grade crossings.

Lloyd C. Henrotte is working on a relay coil in the signal shop. He is a signal testman and a member of Winnipeg Centre Lodge 12.

Canadian National

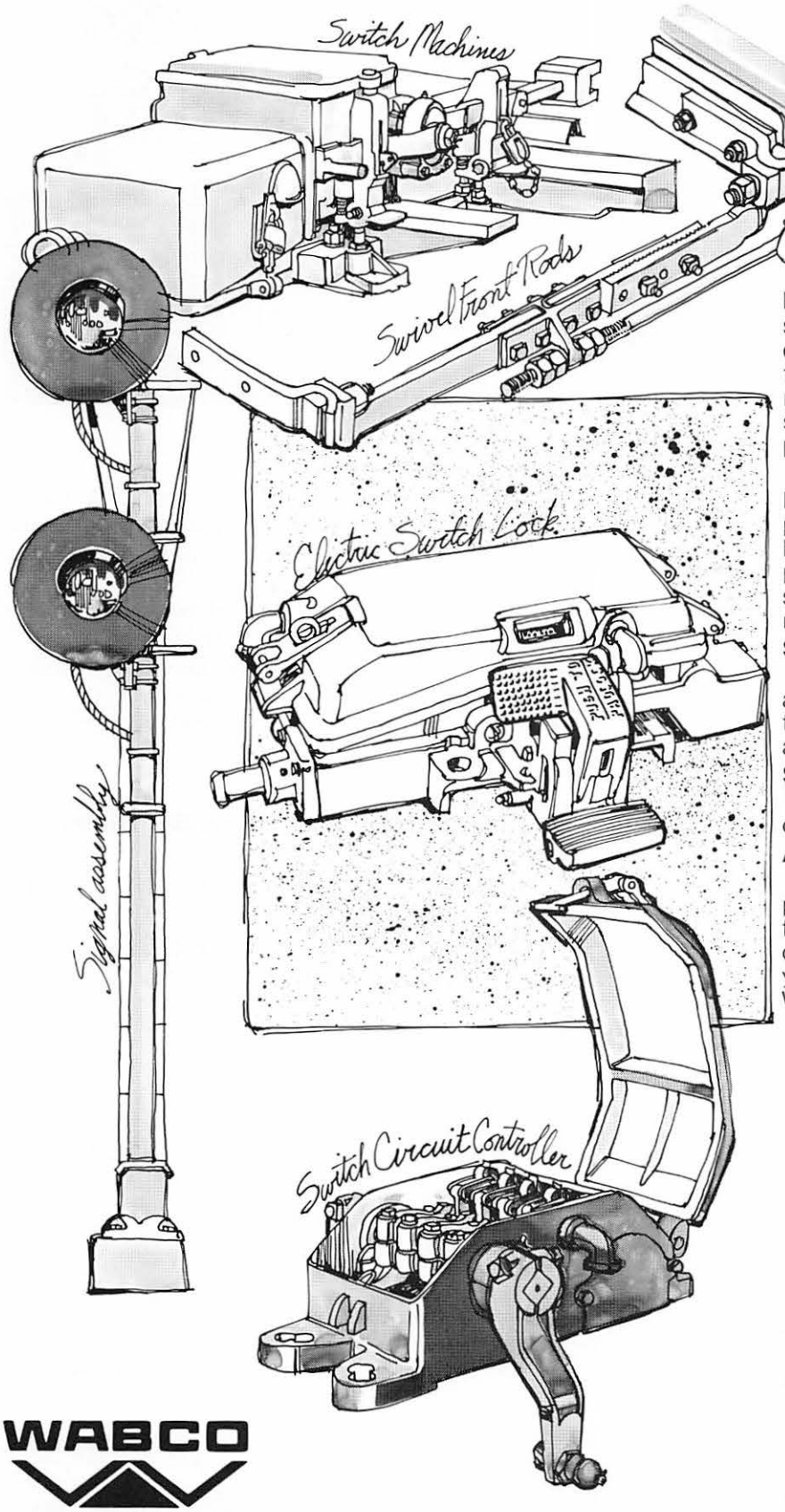


Mike Gregorash, leading signal maintainer, CN, at Winnipeg checks a hotbox detector electronics unit in the electronic shop in the basement of the Winnipeg passenger terminal building which houses the hotbox detector readout units in the dispatchers' office.

CP Rail

Robert W. Dair, signal helper, is painting the rear of the flasher sunshields, as Peter H. Cairns (at right holding ladder) signal maintainer, watches. Also interested in the job are (at left) Robert R. Mitchell, BofRS grand lodge representative, and Terry D. Barkman (with sun glasses) signal helper. Picture was taken at the Taylor Avenue crossing of CP Rail near Lindsay Street in Winnipeg. These men are also members of Winnipeg Centre Lodge 12.

WABCO's Hardware Store.



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BofRS in good financial condition

By W. D. Best,
Secretary-Treasurer, BofRS

As provided by Section 161 of Article 1 of the Constitution, Brother B. E. Britcher, Chairman of the Grand Board of Trustees, caused Grand Lodge financial records for the fiscal year July 1, 1976 to June 30, 1977 to be examined and audited. The certified public accounting firm of Brabenec, Yasus, Tague and Company was selected for the task.

This accounting firm completed the audit and submitted it to the Grand Board of Trustees on August 3, 1977. Copies were furnished by the Grand Board of Trustees, Brothers B. E. Britcher, G. A. Harrington and A. G. Cunningham, to each of our Subordinate Lodges

Brotherhood of Railroad Signalmen

Contingent Fund

Statement of Income and Capital
Year Ended June 30, 1977

Income:	
General Fund allocation	$ 23,193.94
Interest & dividends on securities & savings accounts	31,603.62
Interest on loan to Building Fund	3,845.84
	58,643.40
Capital — June 30, 1976	593,188.60
Capital — June 30, 1977	$651,832.00

Building Fund

Statement of Income and Capital
Year ended June 30, 1977

Income:		
General Fund allocation		$ 58,798.44
Interest on savings account		478.95
Rent collected		67,561.92
Donations		165.35
General Fund — mortgage payments		56,647.56
		183,652.22
Expenses:		
Interest applicable to:		
Mortgage	$ 32,033.16	
Contingent Fund loan	3,845.84	
Depreciation:		
Building $23,127.19		
Telephone Equipment & Alarm system 1,690.57	24,817.76	60,696.76
Net Income		122,955.46
Capital—June 30, 1976		435,164.41
Capital—June 30, 1977		$558,119.87

Brotherhood of Railroad Signalmen

General Fund

Statement of Income and Capital
Year ended June 30, 1977

Income:	
Per capita tax and Special Withdrawal Cards	$1,362,177.41
Initiation fees	47,623.85
Grand Lodge dues and Special Assessments	14,293.20
Supplies, postage and sale of training books, master agreements, and History of the Brotherhood of Railroad Signalmen	22,913.58
Interest and dividends on securities and savings accounts	16,528.76
Subordinate lodge bonds—net	923.25
Signalman's Journal Income:	
Advertising and Reprints	17,926.31
Subscriptions and Donation	453.50
	1,482,839.86
Expenses:	1,438,248.18
Net Income	44,591.68
Capital—June 30, 1976	484,360.93
Capital—June 30, 1977	$ 528,952.61

on September 2, 1977. In the written report the certified public accountants stated:

"In our opinion, the accompanying balance sheet and statements of income and capital, and changes in financial position of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1977, and the results of its recorded transactions and changes in financial position for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year."

During the fiscal year ended June 30, 1976, there was $16,043.17 expended for our August 1976 Convention at Quebec City. In the 1976-1977 fiscal year an additional

Brotherhood of Railroad Signalmen

Balance Sheet June 30, 1977

Assets

		Combined	General Fund	Contingent Fund	Building Fund
Current Assets					
Cash		$1,083,039.37	$448,780.30	$632,922.07	$ 1,337.00
Securities—at cost		53,684.93	34,775.00	18,909.93	---
Accounts receivable		12,421.52	12,421.52	---	---
Prepaid expenses		5,011.39	5,011.39	---	---
Total Current Assets		$1,154,157.21	$500,988.21	$651,832.00	$ 1,337.00
Fixed Assets					
Land, Mt. Prospect, IL—at cost		140,000.00	---	---	140,000.00
Building, Mt. Prospect, IL—at cost	$925,087.72				
Less: Reserve for depreciation	74,605.40	850,482.32	---	---	850,482.32
Office furniture, telephone and alarm systems, and equipment	128,242.49				
Less: Reserve for depreciation	38,224.42	90,018.07	79,575.98	---	10,442.09
Total fixed assets		$1,080,500.39	$79,575.98	---	$1,000,924.41
Other Assets					
Deferred compensation		1,000.00	1,000.00	---	---
Interest in the Labor Cooperative Educational and Publishing Society — at cost		1,062.50	1,062.50	---	---
Total other assets		2,062.50	2,062.50	---	---
		$2,236,720.10	$582,626.69	$651,832.00	$1,002,261.41

Liabilities

Current Liabilities					
Mortgage payable—bank (Note #1)		$26,393.76	---	---	$26,393.76
Accounts payable—trade		11,796.25	$11,796.25	---	---
Accrued payroll taxes		15,677.83	15,677.83	---	---
Accrued real estate taxes		25,200.00	25,200.00	---	---
Total Current Liabilities		$79,067.84	$52,674.08	---	$26,393.76
Noncurrent Liabilities					
Mortgage payable—bank (Note #1)		417,747.78	---	---	417,747.78
Reserve for deferred compensation		1,000.00	1,000.00	---	---
Total Noncurrent Liabilities		$418,747.78	$1,000.00	---	$417,747.78
Capital					
General Fund		528,952.61	528,952.61	---	---
Building & Contingent Funds		1,209,951.87	---	651,832.00	558,119.87
		$2,236,720.10	$582,626.69	$651,832.00	$1,002,261.41

Note #1

The mortgage is payable $4,720.63 per month for fifteen years including interest at 7%. Principal payments due during the twelve months ending June 30, 1978 total $26,393.76. The balance of the mortgage $417,747.78 represents principal payments maturing after June 30, 1978 and is shown in the balance sheet as a noncurrent liability.

$74,941.98 was expended for the Convention, a total for the two fiscals years of $90,985.15.

The Brotherhood headquarters building has been completely occupied during this fiscal year and maintained in top condition. One tenant moved; however, the space was readily leased to another. As in the past, we extend the invitation to all our members to visit us at headquarters and urge them to do so whenever possible.

The general condition of the economy continues to be reflected in the Brotherhood's increased operating costs. During the preceding fiscal year, expenses to our operating or General Fund were $1,222,111.70. During this past fiscal year these expenditures were $1,438,248.18. Capital in our Contingent Fund increased from $593,188.60 to $651,832.00. During the fiscal year, no strike benefits were necessary to be paid, so the fund experienced no expense.

In the fiscal year covered by this report the Building Fund capital account increased from $435,164.41 to $558,119.87. We had $67,561.92 in rent income which was applied as income to the Building Fund.

We call attention to the fact that ever-increasingly, members are having dues withheld from their wages under dues-check-off agreement and paid directly to the secretaries.

This arrangement has the advantages of (1) assuring compliance with the Union Shop Agreement; (2) avoiding the possibility of becoming delinquent and having to pay the resultant fees provided by Article I, Section 178 of the Constitution; and (3) paying dues by the month rather than by the quarter. We urge those who do not participate in the plan to give serious consideration to joining. It would tend to make your secretary's job easier and relieve him of the unpleasant task of citing a Brother for nonpayment of dues.

We urge especially the involvement of all members from the very newest to the ones who have belonged for many years. This is your Brotherhood, and we need and appreciate your thoughts on what should be our goals for the future. Our sincere thanks is extended to every member, the local lodge officers and general committee officers for their support and assistance in this and previous years.

Brotherhood of Railroad Signalmen
General Fund
Statement of Expenses
Year Ended June 30, 1977

Salaries:		
Grand Lodge Officers		$ 308,721.59
Grand Lodge Staff		108,298.65
Special Representatives		881.80
Office Employes		132,461.39
Expenses:		
Grand Lodge Officers		125,956.83
Grand Lodge Staff		34,859.19
Special Representatives		7,546.86
Pensions—retired Grand Lodge Officers		10,075.50
Office supplies, postage and stationery		56,479.60
Telephone		14,525.27
1976 Convention expense		74,941.98
1971-72 Health & Welfare Move		1,918.00
International executive officers expense		100.00
Railroad retirement and unemployment insurance tax		66,137.02
Railway Labor Executives' Association		14,625.00
Canadian Railway Labour Executive Association		1,150.00
Per capita dues and special assessments:		
AFL-CIO		16,886.93
Canadian Labour Congress		2,860.00
Maintenance of office equipment		4,100.47
Railway publications and statistical data		3,151.34
Printing of awards		295.25
Membership cards		1,385.00
Rent: Denver, Montreal, Paducah, Washington and Winnipeg		11,343.36
Attorney fees		30,777.39
Accounting fees		3,945.00
Fidelity bonds — Grand Lodge		516.17
Professional services		1,146.53
Member subscriptions to "Labor" Newspaper		18,837.70
Negotiating Committee Railway Unions (Canada)		140.00
Contributions		1,445.00
1961 Rules and Wage Movement		(109.84)
Printing of Constitution		9,760.00
Insurance		25,695.12
Depreciation of office furniture & equipment		7,463.04
Express charges		2,128.85
Flowers		288.00
Safety deposit box rental		12.00
Personal property taxes		108.86
Exchange and duty		5,441.85
Photographs		564.50
Membership and registration fees		3,248.90
General Committee refunds		20,430.21
Interest and penalty		14.40
Meeting room charges		2,295.19
Allocations to other funds:		
Contingent fund	$23,193.94	
Building fund	58,798.44	81,992.38
Signalman's Journal Expenses:		
Printing and mailing	63,461.67	
Other	4,550.37	68,012.04
Building expenses:		
Mortgage payments	56,647.56	
Real Estate taxes	24,592.09	
Utilities, Maintenance, Janitorial and Grounds maintenance	62,348.64	143,588.29
Canadian — Non-resident Withholding tax		445.81
BofRS training books		2,308.00
Directories		4,359.00
Advertising for help		94.12
AFL-CIO Study Center		4,598.64
		$1,438,248.18

Revitalizing the Railroads

A Boon to Rhode Island and its Workers

by Senator Claiborne Pell

Revitalization of the railroads into high-speed, efficient, economical, energy-saving carriers of goods and passengers is a vital link to the future of Rhode Island. A competitive rail service along the Northeast Corridor—from Washington to New York to Boston—would serve the heart of our nation's most heavily populated area.

The potential benefits of such a service are enormous. It means, foremost, thousands of new jobs for Rhode Island workers—in expanded operation of the railroad system, and through increased industry that an efficient railroad system would bring to the State.

It means the economical transportation of goods for Rhode Island businesses, with materials for production moving into the State and finished Rhode Island products transported outside the State.

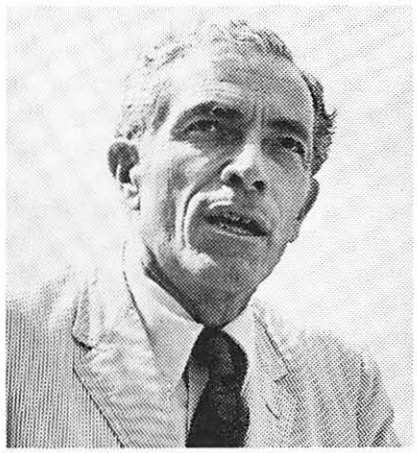
It means expanded tourism for Rhode Island, and a boost for the State's extensive fishing, boating and recreation facilities.

It means the expenditure of millions of dollars in Rhode Island alone as the railroad revitalization project moves ahead.

It means substantial energy-savings, since railroads are the most energy-efficient of all transportation facilities.

It means greater environmental protections, since railroads have narrower rights of way, fewer emissions and create less disruption than other transportation systems.

Rebuilding the Northeast Corridor. The effort to revitalize the Northeast rail corridor has been going on for 15 years. It's a struggle that is bearing fruit. Even this past summer, workers were placing extensive new railroad trackage across Rhode Island as part of the developing Northeast Corridor project.



But it is also a continuing battle since the final goals for a high-speed railroad line are not yet achieved.

However, we have moved a long distance since I originated the idea in the United States Senate. I envisioned then—and it is still my goal—the development of a fully-competitive four-hour railroad service from Washington to Boston.

We are not there yet. But the Northeast Corridor project has now advanced to the point where the NEC standards provide for passenger rail travel at times of 2 hours and 40 minutes between Washington and New York and 3 hours and 40 minutes between New York and Boston. A Department of Transportation report to be issued early next year will call for even faster times.

A Long Struggle. The Northeast Corridor project has come a long way since I first urged President Kennedy in October, 1962 to use his leadership in implementing railroad service in the Northeast. The President responded by appointing a task force within his Administration to advance that goal.

There were many steps following this. In January, 1965, at my urging President Johnson proposed funds and test projects for high-speed rail transportation between Washington and Boston, and followed this up with legislation—which I co-sponsored with Senator Pastore—providing $90 million to finance the projects.

In 1966, my book, *Megalopolis Unbound*, advanced the case for high-speed service between Washington and Boston through Rhode Island. The case was made. Within three years Metroliners were operating from Washington to New Haven and Turbo Trains north of New York.

Congressional Acts of 1973 and 1976, in which I fully participated, brought about the further studies and funds necessary to implement the project. Design and construction work is now under way and scheduled for completion by Feb., 1981.

More than $155 million will be spent in Rhode Island alone over the five year life of this project. All phases of the rail transportation network will be affected: route realignment, new track, bridge work, electrification, signal and traffic control, communications, fencing, grade crossing elimination, station improvements and service facilities. Work has already begun employing nearly 300 people, and will increase sizably over the next three years creating almost 1200 new jobs by 1979.

Full Speed Ahead. Today we are on the threshold of achieving the 15-year old goal of a Northeast Corridor rail service that is so significant to the future of Rhode Island.

Revitalizing the railroads along the Northeast Corridor will bring with it a permanent access to our State. Business and tourism will continue to expand. Thousands of new jobs will be created

Railroads bring growth, and as the Northeast Corridor project moves ahead, Rhode Island will grow along with it, taking on an increasingly prominent role in the economy of our region.

FRA enforces its signal rules on ICG

In a rare move that caught newspaper headlines, the Federal Railroad Administration enforced its signal rules recently by ordering the Illinois Central Gulf to cease operation on 130 miles of line in Missouri because vegetation had grown so high as to entangle the signal control wires and cause several false-proceed aspects. FRA's order told ICG to cease all train operations between Clark and Rock Creek Jct., MO at 12:01 am, Dec. 8, 1977. Trains in the territory at the time could proceed to their terminals.

FRA had repeatedly warned ICG about the vegetation problem as early as Sept. 14, 1976, but ICG "responded with inadequate measures which left untouched many serious situations," stated the FRA executive order No. 6. Since the latter part of June, 1977, at least six false proceed conditions have been caused by vegetation growth causing signal wires to be wrapped or otherwise to contact other signal wires or communication wires.

FRA and ICG officials met in September of this year to discuss the problem with the result that FRA informed the railroad that the problem should be resolved by Dec. 5. By the December target date, FRA found out that ICG had cleared some 52 miles of line of vegetation in the pole line and was working on another 32 miles, leaving 46 miles yet to be cleared.

The cease-operation order was issued, says FRA Administrator John M. Sullivan because, among other reasons, the "vegetation growth affecting the integrity of the signal system on the ICG line extending between Clark and Rock Creek Junction, MO, constitutes an unsafe condition and creates an emergency situation involving a hazard of death or injury to persons affected by the use of this segment of line."

ICG did not take the matter lightly, and went into federal court in Chicago and obtained a restraining order to last for seven days. On Dec. 15, FRA attorneys told the federal judge that they were lifting the cease-operation order because ICG had rushed 75 men with equipment to the line and had effectively cleared the vegetation from the remaining pole line areas.

One veteran observer of the railway signaling field remarked: "This exercise of authority by FRA should not be lost sight of by signal engineers because FRA can act if the cause is warranted and will act if railroad response is not adequate to correct the violations or unsafe conditions."

The full cease-operation order of FRA is reprinted along with its order lifting the ban on train movements.

Cease-operation

Federal Railroad Administration
[FRA E.O. No. 6]
ILLINOIS CENTRAL GULF RAILROAD COMPANY
Emergency Order Restricting Certain Operations

The Federal Railroad Administration (FRA), Department of Transportation has determined that considerations of public safety necessitate the issuance of an emergency order removing from service the line of railroad operated by the Illinois Central Gulf RR. Co. (ICG) between Rock Creek Junction, Mo., and Clark, Mo., a distance by rail of approximately 130 miles (portions of the Slater District and Kansas City District, Missouri Division). This document summarizes the factual and legal basis for FRA action and issues the emergency order.

The above-described segment of line is a single track main line over which operations are conducted by timetable, train order, and an automatic block signal system. Under this method of operation, trains will in many instances rely on the aspects displayed by wayside signals to ascertain whether portions of the line of railroad are occupied and, thus, whether entry into the portion of track or "block" is safe. In addition, to a certain extent train crews may tend to rely on clear aspects as assurance that the track structure is intact and switches are properly alined. In this context, if a signal displays a more favorable aspect than intended, a train may be drawn into a trap in which the train cannot be stopped short of another train, broken rail, or misaligned switch leading into a low-speed turnout. The display of a more favorable aspect than intended is known as a "false clear" or "false proceed."

As a result of a series of inspections on the segment of line by FRA inspectors and a participating state inspector from the Missouri Public Service Commission over a period of more than one year, FRA became aware that vegetation had been permitted to grow in such a way as to entangle itself in and interfere with signal line wires carried on poles along the right-of-way. Vegetation growth of this kind has the potential to result in signal wires touching one another, producing a false proceed indication by the wayside signals.

The Signal Inspection Act (49 U.S.C. 26) provides that it shall be unlawful for any carrier to use on its line any signal system which is not "in proper condition and safe to operate in the service to which it is put, so that same may be used without unnecessary peril to life and limb . . ." The FRA Track Safety Standards, issued under the authority of the Federal Railroad Safety Act of 1970 (45 U.S.C. 421, 431-441), provide that vegetation must be controlled so that it does not prevent the proper functioning of signal or communication lines. (49 CFR §

order served on ICG for RS&I violations

213.37(d)). FRA administers and enforces both the Signal Inspection Act and the Federal Railroad Safety Act of 1970 under a delegation from the Secretary of Transportation. (49 CFR § 1.49).

Through the issuance of numerous inspection and violation reports in the period September 14, 1976, through the present FRA has repeatedly called to the attention of the ICG specific dangerous and defective conditions relating to vegetation on the segment of line. The ICG responded with inadequate measures which left untouched many serious situations.

As a result of persistent carrier neglect, a number of known false proceed conditions have arisen on this segment of line since the latter part of June 1977. At least six false proceeds have been caused by vegetation growth causing signal wires to be wrapped or otherwise to contact other signal wires or communication wires. Vegetation may have contributed to a seventh false proceed. One of the false proceed conditions known to have been caused by vegetation actually existed unabated for a period of 12 days due to an apparent lapse of internal communication within the railroad. An eighth false proceed was apparently caused by a wrapping of lines during the course of work done by bulldozer to remove some of the larger vegetation.

Given the pattern of noncompliance on this segment of line and an emerging pattern of false proceed indications, FRA intensified its efforts to encourage remedial action by the carrier.

During a meeting with the FRA Regional Administrator in Chicago on September 13, 1977, an ICG Vice President and other responsible officials of the carrier set a target date for removal of vegetation of December 5, 1977. In a letter to ICG's President and Chief Operating Officer on November 23, 1977, I emphasized my concern that this target date be met and stressed that failure of the ICG to take corrective action could result in use of FRA's emergency powers under section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432). The information available to FRA on this date indicates that, while ICG has done work designed to clear completely vegetation from signal lines along approximately 52 miles of track and has done partial clearing with bulldozers on an additional 32 miles of line, the current pace of work will permit hazardous conditions to persist on a substantial portion of the line for a number of weeks into the future unless decisive action is taken.

In light of the established pattern of noncompliance by the ICG with respect to this subject matter, the repeated occurrence of known false proceed indications and the continuing significant level of probability that additional false proceed indications will continue to occur in the foreseeable future, and in light of the risk to employees and the public that such conditions may cause collisions or derailments involving immediate death or injury to persons or death or injury to persons following the release of hazardous materials transported on the line, I have determined that aforementioned vegetation growth affecting the integrity of the signal system on the ICG line extending between Clark, Mo., and Rock Creek Junction, Mo., constitutes an unsafe condition and creates an emergency situation involving a hazard of death or injury to persons affected by the use of this segment of line.

Therefore, pursuant to the authority of section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432), delegated to me by the Secretary of Transportation (49 CFR 1.49(n)), it is hereby ordered:

1. That all train service over that part of Illinois Central Gulf's Missouri Division extending between Clark, Mo., and Rock Creek Junction, Mo., a distance of approximately 130 miles, shall be terminated not later than 12:01 a.m. December 8, 1977. However, any through train in transit over such track at that time may continue to its final terminal.

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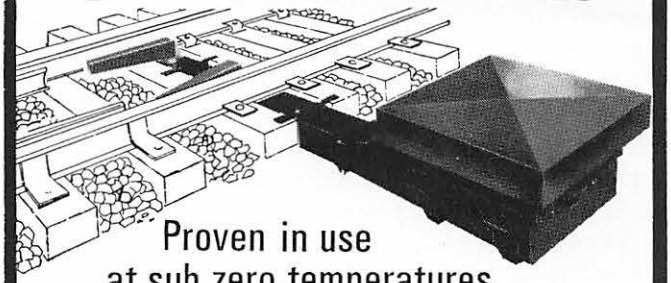

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SERVICE TESTED FOR DEPENDABLE OPERATION.

2. This order shall remain in effect until all vegetation has been removed from the signal pole line, all wires are properly secured on insulators, all grounds are removed and the Illinois Central Gulf Railroad has determined that the signal system functions as intended.

3. Operation of all train service (except work trains engaged in repair or restoration), over such track shall be and is prohibited by this order until the authorized designated official of the Illinois Central Gulf Railroad has certified that the above conditions have been met and the line has been inspected by a representative of the Federal Railroad Administration. Subject to these procedures, service over the line may be restored incrementally.

In consideration of the discussions and correspondence between FRA and the ICG, I have further determined that the above-stated order shall become effective according to its terms notwithstanding any provision in Part 216 of Title 49, Code of Federal Regulations.

A civil penalty of $2,500 will be assessed for any violation of this order. (45 U.S.C. 438).

Opportunity for formal review of this Emergency Order will be provided in accordance with 49 CFR 216.25 and section 203 of the Federal Railroad Safety Act of 1970 by written petition.

Issued in Washington, D.C., on December 7, 1977.

John M. Sullivan,
Administrator.

FRA lifts cease-operation order

Federal Railroad Administration
[FRA E. O. No. 6; Notice No. 2]
ILLINOIS CENTRAL GULF RAILROAD CO.
Revocation of Emergency Order
Due to Changed Circumstances

In light of significantly changed circumstances relating to the safety of train operations over the line of railroad operated by the Illinois Central Gulf Railroad (ICG) between Rock Creek Junction, Mo., and Clark, Mo., the segment of railroad subject to Emergency Order No. 6 (42 FR 62243, Dec. 9, 1977), I have determined that an emergency situation no longer exists with respect to such railroad operations and that the order issued pursuant to section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432) should be revoked.

When Emergency Order No. 6 was issued on December 7, 1977, unsafe conditions involving the display of false proceed indications presented immediate threat of death or injury to railroad employees and members of the public sector along the right-of-way. Since that time, the ICG has made a major commitment of personnel and resources to remove vegetation affecting the integrity of the signal system. The ICG has indicated to representatives of the Federal Railroad Administration (FRA) that identified unsafe conditions have been substantially remedied. FRA inspectors on the scene have verified a number of the subject representations. I, therefore, believe that the total prohibition on train service contained in Emergency Order No. 6 is no longer required, provided the ICG insure that proper interim precautions are observed while the signal system is brought into compliance with the Signal Inspection Act (49 U.S.C. 26) and FRA regulations issued thereunder (49 CFR Part 236). Carrier officials have reported that appropriate precautions will be observed.

In consideration of the foregoing, Emergency Order No. 6 is hereby rescinded, effective immediately.

However, it should be emphasized that FRA is aware that some remaining serious hazards involving noncompliance with the Signal Inspection Act and FRA regulations continue to exist as a result of the condition of the signal system on this line of railroad. FRA is also aware that intensive efforts are underway by the carrier to remedy these remaining serious problems. FRA expects and anticipates that these conditions will be corrected within the next several days.

Should the ICG fail to maintain its current intensive efforts until such time as all grounds are removed and the signal system is known to function as intended in compliance with applicable regulations, FRA will demand payment of the maximum civil penalty for violation of the Signal Inspection Act of $2,500 for each violative condition identified by FRA and for each day such condition is permitted to continue.

Neither this order of revocation nor any portion thereof is to be construed to be in derogation of the absolute duty of the ICG or any common carrier by railroad to comply with all Federal laws and regulations related to railroad safety.

Issued in Washington, D.C., on December 14, 1977.

John M. Sullivan,
Administrator.

Personal Aids and News

Railroad Retirement Board news from W. D. Best, secretary-treasurer, BofRS

The Railroad Unemployment Insurance Act, which is a federal law administered by the U.S. Railroad Retirement Board, provides cash benefits for qualified railroad employees who become unemployed or sick. Unemployment and sickness benefits in the benefit year which began July 1, 1977, are based on an employee's earnings in calendar year 1976, the qualifying base year.

The availability of unemployment and sickness benefits to railroad workers is explained in the following questions and answers.

(1) What is an employee's daily benefit rate for unemployment or sickness?

An employee's daily benefit rate is 60% of his last daily rate of pay in the qualifying base year, up to a maximum daily benefit rate of $25. The minimum daily benefit rate is $12.70. Since benefits can be paid for up to 10 days in a two-week registration period, the maximum amount of benefits is $250 for a two-week registration period.

(2) How do I go about applying for unemployment benefits?

Call in person on a railroad unemployment claims agent during the first week you are unemployed; this will prevent any loss of benefits. Your supervisor can direct you to the claims agent's office where you can register. Ordinarily, you register once each week, as instructed by the claims agent. If your normal registration day falls on a day when the claims agent's office is closed, you must register on the next business day. To expedite your claim, it is preferable that you bring your most recent Certificate of Service Months and Compensation (Form BA-6) with you when you first register with an unemployment claims agent.

(3) How do I go about applying for sickness benefits?

An application for sickness benefits (Form SI-1a & b) can be obtained from a railroad employer, a railroad labor organization, or any Board office. An application (which includes a doctor's statement of sickness) is required at the beginning of each spell of sickness. There is a new orange-colored sickness application for use in claiming sickness benefits. Keep some extra forms on hand and let your family know where they are kept and how to use it on your behalf, if necessary. Also, it is a good idea for you to keep your latest Form BA-6, Certificate of Service Months and Compensation, with the application. Your BA-6 form shows your social security number and includes instructions on how to claim benefits.

If you become unable to work because you are sick or injured, complete the application, have your doctor complete his part of the form, and mail it directly to the U.S. Railroad Retirement Board within 7 days of the first day for which you want to claim benefits. Enclose the right-hand portion of your BA-6 form, but do not delay sending your application if you cannot locate your BA-6 form. Delayed filing can cost you benefits.

(4) What are the service and earnings qualifications?

To qualify for normal benefits in the benefit year which began July 1, 1977, an employee must have had railroad earnings of at least $1,000 in calendar year 1976, not counting more than $400 for any one month. If he started railroading in 1976, he must also have worked for a railroad in at least five months of that year (not necessarily full-time in each month).

(5) How long are normal unemployment or sickness benefits payable?

Normal unemployment and normal sickness benefits are each payable for up to 26 weeks in a benefit year, but the total amount of each kind of benefit which may be paid cannot exceed the employee's base-year earnings. Earnings up to $775 per month are counted for purposes of setting the maximum amount of normal benefits that can be paid.

(6) What happens if I exhaust normal benefits and am still unemployed or sick?

If an employee with 15 or more years of service exhausts his normal benefits, he may be paid unemployment or sickness benefits during an extended benefit period of 26

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additional consecutive weeks for a total of 52 weeks, counting both normal and extended benefits. With 10 to 14 years of service an extended benefit period for unemployment or sickness would last for 13 consecutive weeks.

During periods of high unemployment in either the national economy or the railroad industry, an extended benefit period of 13 consecutive weeks of unemployment benefits may be available for employees with less than 10 years of service, but the benefits paid may not exceed half of such employee's base-year earnings, counting earnings up to $775 a month. Since periods of high unemployment can change from week to week, current information as to whether extended unemployment benefits are payable to employees with less than 10 years of service should be obtained from the nearest district office of the Railroad Retirement Board.

To be eligible for extended unemployment benefits, an employee must not have voluntarily retired or have left work voluntarily without good cause.

To be eligible for extended sickness benefits, an employee must be under age 65 and must not have voluntarily retired.

(7) I am a long-time railroad employee but do not have the 1976 earnings needed to qualify in the benefit year which began July 1, 1977. Under what conditions could I still qualify for benefits during the current benefit year?

If you received normal benefits in the previous benefit year, extended benefits may be payable under certain conditions. Or, if you have 10 or more years of service and are not currently qualified because of insufficient 1976 earnings, but would be qualified in July 1978 based on your 1977 earnings, you may start the next benefit year early—at the beginning of any month in which you were unemployed or sick for at least 14 consecutive days. Therefore, if you earned less than $1,000 in 1976, counting earnings only up to $400 a month, but you did earn $1,000 or more in 1977, you could begin to receive benefits in the current benefit year which began July 1, 1977. However, sickness benefits paid on this basis are terminated at age 65.

(8) I was laid off my railroad job when the steel freight traffic decreased because of competition from imported steel. I am already receiving railroad unemployment insurance benefits. Can I qualify for any other benefits?

Since your layoff was caused by increased import competition, you might be able to qualify for supplemental unemployment insurance benefits under the trade readjustment provisions of the Trade act of 1974. These benefits could be payable in addition to your railroad unemployment insurance benefits. The total of the supplemental unemployment benefits and your railroad unemployment insurance benefits could be as much as 70% of your previous weekly earnings.

Any group of three or more employees of a firm who feel that increased import competition caused their layoff or underemployment should obtain ILAB Form 20, Petition for Adjustment Assistance, at their state employment security agency and file it with the Office of Trade Adjustment Assistance, Bureau of International Labor Affairs, U.S. Department of Labor, Washington, D.C. 20210.

The Office of Trade Adjustment Assistance will notify you as to whether you are eligible for additional benefits. Any additional benefits would be payable through your state employment security agency.

Take care of your heart

By **Marion Wells,**
Research Director
American Physical Fitness
Research Institute

Believe it or not, in this age of labor unions and collective bargaining there is still one kind of worker that is expected to labor day in, day out, year after year for a lifetime, without a vacation or even so much as a break, and often under gradually WORSENING working conditions. The identity of this worker is the HUMAN HEART, and if yours goes on strike, you could get LAID OFF PERMANENTLY.

TAKE HEART, however. As one physician puts it, "The time to prevent a heart attack is during all those years when, as far as you know, you heart is perfectly healthy." The following hints may put you and heartbeat closer to health and pay other important bonuses as well.

REGULAR EXERCISE can benefit both your waistline and your heart. It's been found that proper physical conditioning may help INCREASE CARDIAC EFFICIENCY, lower blood pressure, trim off excess fat and relieve tension.

Authorities recommend consulting your physician before beginning any program of unaccustomed physical activity. Start activity with a warming up period and end by slowing down GRADUALLY. Walking at a brisk, steady pace is considered particularly good exercise.

Will the food that goes into your stomach help you stay young at heart? Evidence indicates excess dietary fat and cholesterol may not be the ONLY areas of concern. The average SUGAR CONSUMPTION in this country is OVER ONE HUNDERD POUNDS PER PERSON PER YEAR. According to British nutrition expert John Yudkin, M.D., findings point to sugar as an important environmental factor in coronary disease in susceptible individuals. In both animals and humans, a number of subjects on a high sugar diet have shown physiological changes associated with coronary disease, including a rise in blood fat levels.

The case for moderation in sugar intake is further strengthened by findings concerning the trace element chromium. In research with animals, an indicated association has been found between chromium DEFICIENCY and elevated blood sugar levels, elevated blood

CHOLESTEROL levels, and, in one study with rats, ATHEROSCLEROSIS.

There is evidence that chromium tends to be low in a significant number of American adults. Though all the information isn't in, Henry A. Schroeder, M.D., an international authority on trace elements, suggests we're more likely to meet our chromium requirement through diatary sources and avoid further depleting our body's chromium stores if we avoid or minimize consumption of REFINED WHITE SUGAR and favor whole grain breads and cereals over REFINED WHITE FLOUR PRODUCTS. Note that white sugar contains relatively little chromium and whole wheat bread may have up to THREE AND A HALF TIMES as much chromium as white bread.

Findings also suggest that getting adequate amounts of fiber from whole grains, fruits and vegetables may have a favorable effect on blood cholesterol levels, and may also help reduce the rise of cancer of the colon and rectum and diverticular disease.

It's important to eat a balanced diet containing adequate amounts of ALL ESSENTIAL NUTRIENTS, since various other nutrients have also been linked to the health of your heart. It's also a good idea to minimize your intake of greasy, fatty fried foods and skim and trim excess fat from soups, gravies and meats. Follow any specific recommendations your physician makes.

What about alcoholic beverages and your heart? Recent findings suggest that excess drinking over time may adversely affect the yeart muscle or further boost triglyceride levels in individuals with already elevated serum triglycerides. Since the effects of alcohol may vary with the individual, let your doctor, and not social pressure, be your guide.

Is obesity "weighing heavily" on your heart? Cardiologists note that extra pounds make your heart work extra hard, and "An overworked heart is exceedingly vulnerable."

Remember, too, that cigarette smoking, high blood pressure and excessive stress may all put you a heartbeat FURTHER from health. Do what you can to identify and eliminate unnecessary tensions and set aside some time to relax. Have your blood pressure checked as part of REGUALARLY SCHEDULED PHYSICAL EXAMINATIONS.

A final thought, If you keep in mind that the way to a HEALTHY heart may be at least partly through the stomach, it may be some of the best LIFE INSURANCE you can ever have.

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Obituaries

C. L. Bromley in August, 1956

Charles L. Bromley, 82, retired secretary-treasurer Brotherhood of Railroad Signalmen, died October 11, 1977. Brother Bromley was born June 6, 1895 in Custer City, PA. He joined the former Chicago, Burlington & Quincy as a wireman in October 1914. A year later, he moved to the Buffalo division of the Pennsylvania in the same position. In August 1916, he join the Illinois Central as a wireman and a year later was promoted to foreman of signals on the Kentucky division. In June 1922, Brother Bromley became signal maintainer at Princeton, KY and held the position until January 1945 when he became vice president of the Brotherhood.

Active in BofRS affairs, Brother Bromley was secretary-treasurer of Local 46 from 1924 to 1935 at which time he was elected general chairman of the IC. Also, he served as local chairman of Lodge 46 from 1928 to 1935. He served as general chairman for 10 years. In 1944, he was elected vice president, and in April 1945 became Grand Secretary-Treasurer of Grand Lodge succeeding Jesse Clark, who became

president. Brother Bromley was a delegate to all BofRS conventions from 1932 through 1944. He retired in October 1961. A 50-year continuous membership pin was presented to Brother Bromley at the 1973 convention.

He was affiliated with the Baptist Church, the Masonic Order, Blue Lodge, Royal Arch Commandery and Rigpah Temple of the Shrine. He was a member of the Neighbor Lodge 1169 AF&AM; the Mizpah Temple AAONMS of Madisonville, KY, and a life member of the Barker Lodge AF&AM, West Point, KY.

Survivors include his wife, Mamie of Homewood, IL; a daughter, Helen Hendricksen; a son, James, a retired IC signalman; a son, Norman, an ICG engineer in Chicago suburban service; two brothers, Donald and Byron; three grandchildren and four great-grandchildren.

Masonic services were held under the auspices of Neighbor Lodge 1169. Interment was at Washington Memory Gardens, Homewood, IL. Several BofRS Grand Lodge officers and staff attended the funeral services.

George J. Brownell, centralized traffic control signal maintainer for the Burlington Northern at Vancouver, BC, died July 6, 1977. Brother Brownell began work in 1953 for the former Great Northern. He was a member of GN Lodge 154. At the time of his death he was a member of BN Lodge 188. The members and officers of Local 188 extend their deepest sympathy to his family.

Chester J. Cahill, retired signal maintainer, for the Penn Central at Utica, NY, died June 20, 1977. Brother Cahill had completed 43 years of service with PC and former New York Central when he retired in November 1970. He was a member of UTK Lodge 86.

Francis E. Bush, age 73, Tuckerman, AR, died June 11, 1977. Brother Bush had retired as a signal maintainer for the Missouri Pacific in 1965 after completing 40 years service with the railroad. He has served as local chairman and then general chairman for Missouri Local No. 72. He was general chairman from 1960 to 1965. The officers and members of Local 72 extend their deepest sympathy to his family.

Silas Paul Creson, 75, died Aug. 17, 1977 at Memorial Hospital in Emporia, KS. A retired ctc maintainer at Emporia, Brother Creson has had been very active in Brotherhood affairs during his lifetime of signaling on the Santa Fe. He had over 49 years of service when he retired in July 1967. He was a charter member of Midwest Lodge 33, and had served as chief signalman, trustee, chaplain, semaphore, recording and financial secretary and local chairman. Brother Creson served on the Santa Fe general committee as vice general chairman eastern lines. As senior vice general chairman, Brother Creson worked on the negotiations to secure improvements in working conditions. He worked with Grand Lodge officers during 1957 while negotiations were held on the Union Shop Agreement. Also, he served as legislative representative for the Brotherhood in the State of Kansas and was a delegate to many BofRS conventions.

While working on the Santa Fe, Brother Creson served as signal helper, signalman, signal gang foreman, and as a signal inspector prior to becoming leading ctc signal maintainer at Emporia.

He is survived by his wife, one daughter, two grandsons and two great-grandchildren.

John B. Covington, age 58, signal maintainer at Martin, TN, died July 20, 1977. Brother Covington was a member of Cairo Local 51 at the time of his death. He had served Local 51 as local chairman. Brother Covington began his railroad career on the Illinois Central on September 11, 1939. The IC and GM&O merged August 10, 1972, forming the Illinois Central Gulf and he continued his service with the new company. He began work under the jurisdiction of and became a member of Local 162. As a result of Local 202 being chartered in the early 50's and having jurisdiction, he transferred to the new local. Local 202 later merged in the mid-60's with Local 51. The officers and members of Locals 51 and 162 extend deepest sympathy to the family.

M. P. Dalbey, retired general ctc maintainer for the Union Pacific at Cheyenne, Wy, died October 13, 1977. Brother Dalbey completed 46 years of service with the UP when he retired in June 1960. Active in the Brotherhood, he had served as local chairman and trustee of Rock Springs Lodge 8.

B. M. Harvey, retired signal maintainer for the Chesapeake & Ohio at Richmond, VA, died August 26, 1977. When he retired in May 1964, Brother Harvey had completed over 41 years of service with the C&O. He had served as chief signalman and chaplain of Richmond Lodge 148.

Dennis F. Henderson, retired assistant signal maintainer for the Southern at Dayton, TN, died in May 1977. Brother Henderson had completed 41 years of service with the railway when he retired in February 1967. He was a member of Miller-Griffith Lodge 49.

William A. Holden, 59, signal maintainer for the Southern Pacific at Colton, CA died Nov. 20, 1977. Brother Holden was a member of Los Angeles Lodge 104. Surviving are his wife Georgia; two sons, Stanley and Richard; a daughter, Margaret Davis; his mother, Louise; a brother, Jesse; three sisters, Margaret Allen, Francis Strahn and Leona Hill; and nine grandchildren.

Halbert A. Hudson, 79, retired assistant to vice president signal & electrical, Southern, died of a heart attack, Nov. 25, 1977, at his home in Arlington, VA.

(Please turn to page 27)

NEWS from CANADA

CN Prairie Region electronics class graduates and their instructors are shown as follows: seated (left to right) M. R. Kruk, general signal foreman, Winnipeg; O. Folster, testman, Saskatoon; J. Sagan, signal technician, Saskatoon; E. S. Johannson, supervisor signal maintenance, Thunder Bay; and A. C. Letain, general signal foreman, Winnipeg. Standing (left to right) are: L. Hrehirchuk, training supervisor; K. H. Ritzer, signal technician, Symington Yard, Winnipeg; E. Neufeld, testman, Winnipeg; L. Tataryn, training supervisor; W. P. Rodway, signal maintainer, Saskatoon; K. R. Kubesh, testman, Winnipeg; M. A. Mykietowich, signal technician, Winnipeg; J. E. Rewcastle, testman, Winnipeg; G. J. Thom, signal maintainer, Melfort; and N. Rusnak, circuit designer, Winnipeg.

CN electronics class graduates at Winnipeg

Signalmen who graduated from the Canadian National's Prairie Region electronics class were treated to a luncheon and presented their graduation certificates by Vernon A. McGregor, regional signal engineer. Also, on hand at the Sept. 16th ceremony to offer congratulation were John E. Platt, BofRS vice president and Robert R. Mitchell, BofRS grand lodge representative.

Northland National 204 honors retired members

E. A. Ladly, recording secretary for Northland National Lodge 204, reports on a very successful local meeting and Christmas Party held to honor retired members. Brother Ladly's report follows:

Each year in the late fall, we combine our regular union meeting with a Christmas retirement party. This gives all our members who are spread over hundreds of miles of northern Ontario the opportunity to get together for an evening of fun. On Nov. 26, we met at the Sheraton Caswell Motel in Sudbury, Ont. to honour the retirement of Brother Nick Rutchinski. He retired in June 1977.

Nick spent five years in the Armed Forces of Canada and rose to the rank of Flight Lieutenant in the Royal Canadian Air Force. He knew what it was to rustle a job in the "Dirty Thirties" and now expresses his thanks to his many friends who stuck by him through the lean years.

He joined Canadian National as a signal helper in the town of Charney in 1948, just outside of Quebec City. He rose to the position of signal foreman before coming to Ontario. He was gang foreman in various parts of Ontario, but finished his work as foreman upon completion of centralized traffic control on the Oba Sub in northern Ontario.

Nick completed his 29 years of service as a leading maintainer in Capreol. He will be missed by his many friends in and out of the railroad industry.

France and Emmett Dubois, the guests of honor, were very happy and touched to see so many friends and members turn out to honor them.

CP Victory Lodge honors Brother Emmett Dubois

France and Emmett Dubois were very pleased and touched to see so many Brothers and friends with their wives that came to express their friendship at a party held by Victory, Lodge 144 to honor the former general chairman and general secre-

tary-treasurer and his wife. Brother Dubois was presented a souvenir plaque and other gifts by a very good friend, the former general chairman Harold A. Stockdale. Brother Stockdale is also a retired BofRS grand lodge representative. Brother E. Lafranchise, local chairman of Lodge 144, gave a brief description of Brother Emmet's activity in the Brotherhood of Railroad Signalmen. Carl H. Geary, CP Rail superintendent of signals, talked about Brother Dubois' accomplishments as a signal maintainer. A. G. "Tony" Cunningham, general chairman and BofRS board of trustees member, offered best wishes on behalf of the Canadian General Committee. Brother Emmett was obviously touched and enjoyed the evening. He thanked all present for their contributions toward making the evening a memorable one. "A very good buffet was served and everyone enjoyed the evening," reports Robert Fowler, recording secretary.

Editor's Note: Our thanks to Brother Fowler for furnishing a report in French on this memorable honor to Brother and Mrs. Dubois.

Many Brothers of Victory Lodge 144 turned out to honor Brother Emmett Dubois, retired general chairman and general secretary-treasurer.

France Dubois entouré des épouses des membres du Local 144.

France et Emmett Dubois furent très touches et heureux de voir tant de confrères accompagnés de leurs épouses, venu exprimer leur amitié. M. H. A. Stockdale, general chairman, à la retraite et ami de longue date a présenté une plaque souvenir et d'autres cadeaux au confrère Emmett. Le confrère E. Lafranchise, local chairman du local 144, a lu une courte biographie des activités syndicales d'Emmett. M. M. Dusablon, signal supervisor, a raconté quelques anecdotes sur la vie d'Emmett comme préposé à la signalisation. Mr. A. Cunningham, actuel general chairman, félicitait le retraité au nom de l'exécutif canadien. Le confrère Emmett très emu par toutes ces délicatesses a remercié tout le monde présent et tous ceux qui étaient retenus au loin par la distance ou le travail. Un copieux buffet fût servi et tous furent enchantés de leur soirée.

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Regional meeting planned for Edmonton in May '78

Brotherhood of Railroad Signalmen is planning to hold a regional meeting at Edmonton, Alberta on Saturday May 13, 1978. Although details are not available at press time, a program similar to that held in Toronto, Ontario on March 12, 1977 is planned. Canadian members are urged to mark their calendars and plan to attend the May 13, 1978 meeting in Edmonton. Details will be published in *The Signalman's Journal* as they become available.

Obits Cont'd.

William A. Cameron, 74, retired signalman for the former Great Northern at Spokane, WA, died September 24, 1977. Brother Cameron had completed 20 years of service when he retired in July 1963. He had been a member of Great Northern Lodge 154. Deepest sympathy is extended to his family from the members of Local 188, Burlington Northern.

Fred Hynson, retired signal maintainer for the Santa Fe at Big Blue Jct., MO, died August 21, 1977. He had completed 39 years of service when he retired in 1964. Brother Hynson had served as chief signalman of Midwest Lodge 33. He is survived by his wife Mary; one daughter, Mrs. Dwight Davis of South Bend, IN; one sister, Mrs. Roy E. Smith of Kansas City, MO; and two grandsons.

Charles C. Jackson, retired traveling signal maintainer for the former Illinois Central at Freeport, IL, died September 27, 1977. Brother Jackson, a member of East Dubuque Lodge 29, retired in December 1959.

Benjamin F. Johnson, 73, retired signal maintainer for the Reading at Harrisburg, PA Air Tower, died Nov. 4, 1977. Brother Johnson had completed 46 years of service when he retired in 1969. He was a member of Reading Lodge 26.

Robert G. Kappes, 65, retired signal maintainer for the Chesapeake & Ohio at Hitchins, KY, died November 4, 1977. Brother Kappes had completed 30 years service with the railway when he retired in 1976. He had been active in the Brotherhood and had served as chief signalman for Evans Lodge 221. A native of Wisconsin, Brother Kappes was born June 2, 1912 in Wauwatosa. He is survived by his mother, Mrs. Olive Kappes of Hitchins, KY; his wife, Mrs. Geneva Kappes; two sons, David and Keith; a daughter, Mrs. Laura Fanneccia Vincent; three brothers, Richard, George and Edward, and five grandchildren.

Walter Kowalow, retired signal maintainer on ConRail at Buffalo, NY, died May 17, 1977. Brother Kowalow began his signal career on the former Lehigh Valley in 1943 and he advanced to a position of signal foreman. Later when Lehigh Valley was made part of ConRail he became lead signal maintainer. He retired in October 1975 after completing 32 years of active service. Brother Kowalow was a veteran of World War II. He had been very active in Brotherhood affairs having served as local chairman of Bison City Lodge 151. "As local chairman he served his brothers well and maintained his Brotherhood loyalty through many adverse years. He has been sorely missed," reports Carl T. Heitzman, general chairman, Lehigh Valley Division of ConRail.

Leonard J. Lundberg, retired traveling leading signalman, for the Milwaukee Road, Lines East out of St. Paul, MN, died Nov. 16, 1977. He had completed 47 years of service when he retired in February 1967. Brother Lundberg was a member of Minneapolis Lodge 220. He is survived by his wife Emily; two daughters, Lois and Gloria; and six grandchildren.

Henry R. Marquardt, retired signal maintainer for the Denver & Rio Grande Western at Colorado Springs, CO, died in April 1977. Brother Marquardt had 17 years of service when he retired in January 1961. He was a member of Lodge 24.

James H. Martin, retired signal maintainer for the Southern Pacific at Goleta, CA died June 23, 1977. He had completed 33 years of service with the railway when he retired in February 1966. Brother Martin was a member of P. J. Lukes Lodge 153.

James W. Peck, signal inspector for the Chesapeake & Ohio at Columbus, OH, died in August 1977. Brother Peck was a member of Evans Lodge No. 221.

E. L. "Jack" Reece, retired signalman for the former Pennsylvania at Columbus, OH, died April 13, 1977. Brother Reece had 20 years of service upon retirement in April 1963. He was a member of Favorite Lodge 79.

Lyn M. Rhea, retired signal maintainer for the Santa Fe at Richmond, CA, died in October 1977. Brother Rhea, a veteran of World War II, had 35 years of service with the railway when he retired in August 1971. He had served as recording and financial secretary of San Joaquin Valley Lodge 173.

L. C. Swisher, retired signal maintainer for the Southern Pacific at Orland, CA, died in August 1977. Brother Swisher, a member of Sacramento Lodge 179, had completed 19 years of service with the SP when he retired in July 1970.

Walter E. Tabb, retired signalman for the former Gulf, Mobile & Ohio at Atlanta, IL, died recently. Brother Tabb had completed 45 years of service with the railway when he retired in 1966. He was a member of Alton Lodge 85.

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People

BURLINGTON NORTHERN: **Robert C. Shaw,** signal supervisor at Cicero, IL, has retired.

CHESSIE SYSTEM: **Vernon R. Bailey,** engineer signals & Communications, appointed regional engineer s&c at Baltimore, MD. **John D. Nethken, Jr.,** system s&c inspector, appointed engineer s&c at Baltimore. **Earl F. Shaffer, Jr.,** system s&c inspector at Cincinnati, OH transferred in the same capacity to Baltimore. **Earl E. Jones,** assistant supervisor s&c at Hamilton, OH, appointed system s&c inspector at Cincinnati. **Gary J. Bowerman** appointed assistant supervisor s&c at Grand Rapids, MI. **Thomas M. Keelin,** s&c application engineer, appointed junior circuit engineer at Huntington, WV. **Gary L. Ransbottom,** junior circuit engineer s&c appointed assistant circuit engineer at Huntington. **Albert H. Hoffmaster,** regional engineer s&c at Richmond appointed assistant manager engineering at Richmond, VA.

MC GRAW-EDISON CO., POWER SYSTEMS DIVISION: **Phillip C. Hess** appointed service engineer in the Railroad Sales Department of Energy Systems Section at the Chicago area office in Mt. Prospect, IL.

MISSOURI PACIFIC: **A. F. Graham,** signal supervisor, North Little Rock, AR, appointed signal & communications instructor. **L. W. Childress** appointed signal supervisor at North Little Rock. **D. K. Paddock** appointed s&c supervisor at Coffeyville, KS, succeeding **O. L. Green,** retired.

NORFOLK & WESTERN: **B. L. Neff,** supervisor signals & communications, appointed assistant division engineer s&c, at Ft. Wayne, IN. **Sidney E. Epperly,** assistant supervisor s&c at Roanoke, VA, has retired. **Glenn E. Humphreys,** assistant

Phillip C. Hess
McGraw-Edison

John B. Griffith
Union Sw & Sig

regional engineer s&c at Roanoke, appointed regional engineer s&c succeeding **M. W. McMahon, Jr.,** retired. **William D. Catron,** assistant engineer s&c, Roanoke, appointed assistant regional engineer s&c there. **S. F. Boaz,** assistant engineer s&c, appointed assistant engineer s&c, eastern region succeeding W. D. Catron. **B. J. Lambert,** circuit designer, s&c, succeeds S. F. Boaz as assistant engineer s&c.

ST. LOUIS-SAN FRANCISCO: **R. H. Donaldson,** communications & signals supervisor at Springfield, MO has retired.

SANTA FE: **P. W. Dolph,** assistant signal supervisor at Wellington, KS, transferred in the same position to Winslow, AZ. **H. E. Trice,** signal inspector, Amarillo, TX, appointed assistant signal supervisor at Wellington, KS. **Thomas C. Haney,** signal engineer, Amarillo, appointed signal engineer, system, with headquarters at Topeka, KS. **V. L. Stach,** assistant signal engineer, Los Angeles, CA, succeeds Haney at Amarillo as signal engineer.

SOUTHERN: **Kenneth D. Atwell,** signal maintainer, appointed supervisor communications & signals at Slidell, LA. **Charles M. Dill** appointed assistant supervisor c&s. **Joy E. Long, Jr.,** signalman, appointed supervisor c&s at Greenville, SC. **James T. Mason,** coordinator c&s, appointed engineer c&s at Washington, DC.

UNION SWITCH & SIGNAL DIVISION, WABCO: **John B. Griffith,** sales representative, Kerite Company, appointed Philadelphia regional manager.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

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Signalman's Worksheet

Block Signaling Adjuncts

DRAGGING EQUIPMENT DETECTION

The self-resetting dragging equipment detector is non-directional, available for use by traffic moving either way over the tracks. It will reset itself after each operation.

The detector is used in places where dragging equipment would be especially detrimental to the movement of trains or to track devices such as switches, retarders, etc. Dragging equipment detectors are installed at the entrances to tunnels and at approaches to interlocking plants and classification yards.

The dragging equipment detector consists of a shaft supported by bearings at either end. Bearings are housed in compartments which are spring mounted on brackets fastened to the ties. Six blades, adjustable for various rail heights, are bolted to the shaft. A torsion bar extending through the shaft keeps the shaft in position so that the blades remain vertical and will return to their vertical position after having been deflected by dragging equipment.

The bearing compartment on one end of the detector houses a simple device for adjusting the torque as required. Thus the dectector may be adjusted so that it will not open its contact when struck relatively light blows, as, for example, by icicles hanging from the running gear.

A normally closed contact, housed in the opposite bearing compartment, is arranged so that it will open whenever the shaft is rotated 5 degrees or more in either direction.

Figure 511 shows one way to circuit the detector at the entrance to an interlocking plant. Dragging equipment detector relay DEDR in the tower is normally fed by a multiple circuit through a front contact of track relay 1TR and the normally closed contact of the dragging equipment detector. Unless there is a train on track circuit 1T, relay DEDR cannot be dropped by pushing the detector blades. This circuiting keeps pranksters from putting signal 2 to stop.

When a train with dragging equipment moves toward signal 2, 1TR will be down. As soon as the dragging parts hit the blades, the detector contact opens. Current is cut off from relay DEDR, and it opens its front contacts and closes its back contacts. Current is cut off from DEDPR, and it opens its front contacts, thus putting signal 2 to stop.

The buzzer and the indication lamp in the tower are fed current through the back contact of DEDR. To reset DEDR, the towerman simply presses the reset pushbutton.

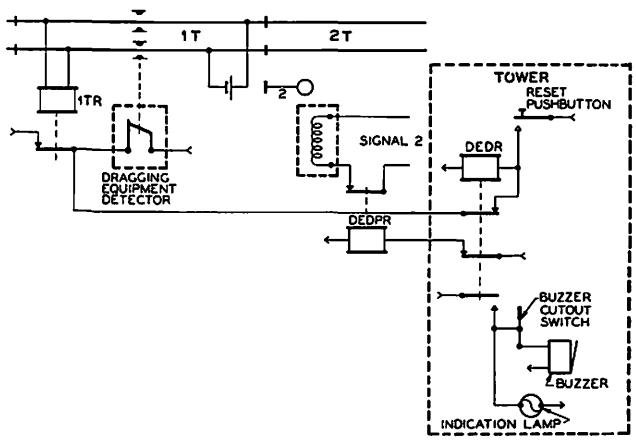


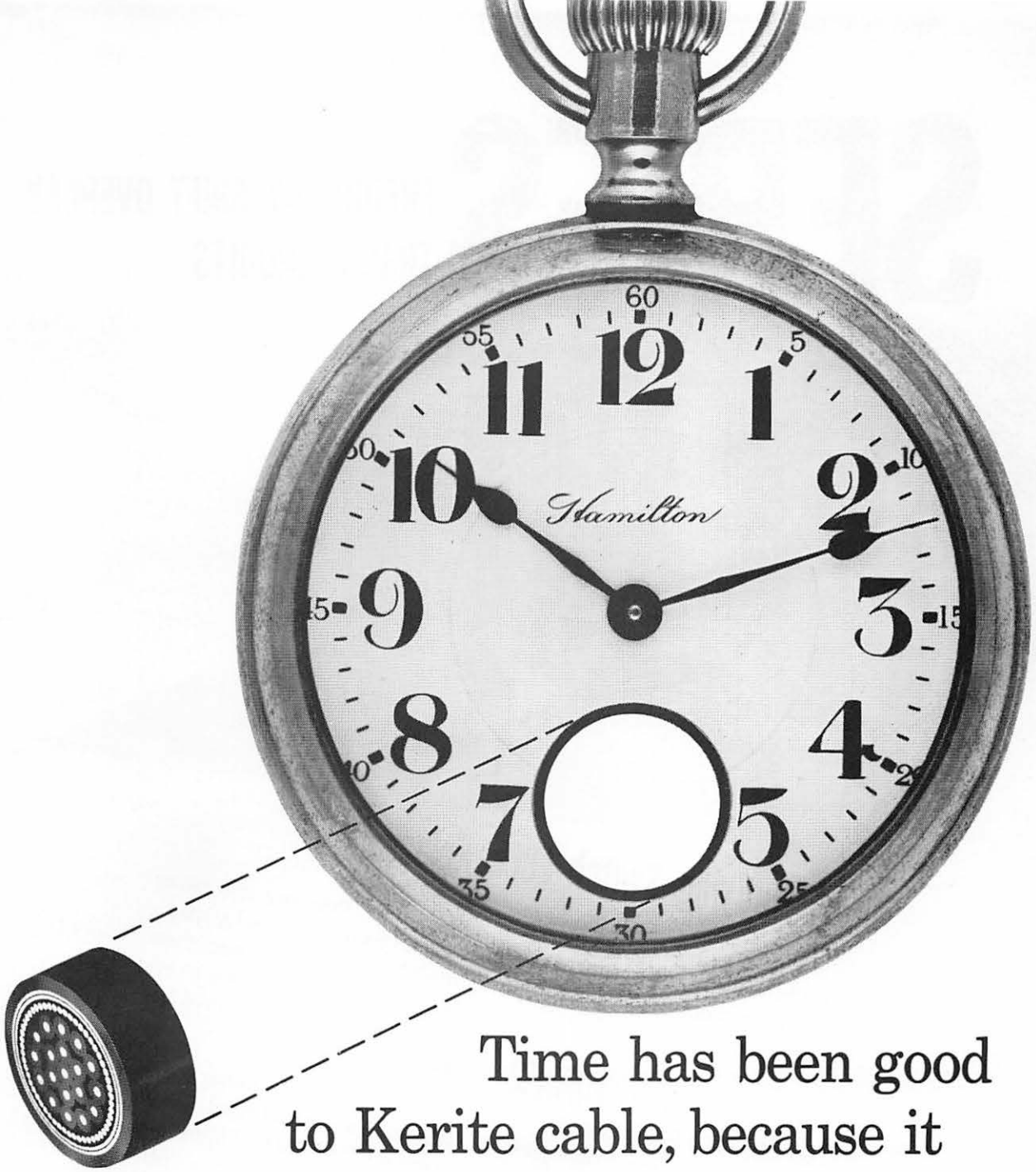
Fig. 511-Simplified circuit for dragging equipment detector.

ELECTRIC SWITCH LOCKING

Rule 513 of the Standard Code states in effect that a trainman must wait a required number of minutes before operating a switch which allows his train or engine to enter on, cross over, or foul a main track.

An electric switch lock provides a means of interlocking a manually operated switch with the signal circuits so that the switch cannot be operated unless traffic conditions permit, or unless the normally sealed emergency release is operated.

Information and drawing furnished by General Railway Signal Co.



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SERIES FREQUENCY SHIFT OVERLAY TRACK CIRCUITS

Series FSO Transceiver.

Transceiver with frequency determining boards removed.

for Outlying Switch Lock Release

Precise tuning — narrow band widths minimize interference from harmonics of power lines and other FSO equipment.

Choice of 3 frequencies — 13.8 KHz (channel 25), 17.0 KHz (channel 26), 20.9 KHz (channel 27) — mutually compatible, enabling transceivers to operate in close proximity without interference or the need of insulated joints.

Dependable and easy to maintain — solid-state design provides dependable, long term service. All electronic components are mounted on keyed printed circuit boards for ease of maintenance.

FSO compatible — all three channels are compatible with all GRS frequency shift overlay frequencies and most older type overlay track circuits.

Versatile — frequency determining elements are on two keyed printed circuit boards. Simply replace these boards and their corresponding keys to change the operating channel frequency.

Compact — the transceiver occupies the space of a GRS Type B, Size 2 relay — 5 inches wide, 7 inches high, and 9 inches deep. It can be shelf, wall, or rack mounted in a wayside case or housing.

For more information, write for GRS Catalog 92-1.

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